

Senators	FY 99 Official mail allocation	Senate quarterly mass mail volumes and costs for the quarter ending December 12, 1998				Senate quarterly mass mail volumes and costs for the quarter ending March 31, 1999			
		Total pieces	Pieces per capita	Total cost	Cost per capita	Total pieces	Pieces per capita	Total cost	Cost per capita
Ford	16,353	0	0	0.00	0	0	0	0.00	0
Frist	76,208	0	0	0.00	0	0	0	0.00	0
Glenn	35,757	0	0	0.00	0	0	0	0.00	0
Gorton	78,087	1,410	0.00029	192.02	0.00004	0	0	0.00	0
Graham	182,107	0	0	0.00	0	0	0	0.00	0
Gramm	204,461	0	0	0.00	0	2,551	0.00015	902.37	0.00005
Grams	67,542	5,800	0.00133	1,169.33	0.00027	23,558	0.00538	10,939.04	0.00250
Grassley	52,115	0	0	0.00	0	0	0	0.00	0
Gregg	35,947	0	0	0.00	0	0	0	0.00	0
Hagel	40,350	0	0	0.00	0	133,000	0.0846	24,409.19	0.01546
Harkin	52,115	0	0	0.00	0	0	0	0.00	0
Hatch	40,959	0	0	0.00	0	0	0	0.00	0
Helms	100,311	0	0	0.00	0	0	0	0.00	0
Hollings	61,281	0	0	0.00	0	0	0	0.00	0
Hutchinson	50,285	0	0	0.00	0	0	0	0.00	0
Hutchison	204,461	0	0	0.00	0	0	0	0.00	0
Inhofe	58,788	0	0	0.00	0	0	0	0.00	0
Inouye	34,648	0	0	0.00	0	0	0	0.00	0
Jeffords	30,740	0	0	0.00	0	18,439	0.03277	7,600.92	0.01351
Johnson	31,638	0	0	0.00	0	0	0	0.00	0
Kempthorne	9,246	0	0	0.00	0	0	0	0.00	0
Kennedy	82,469	3,000	0.00050	1,036.89	0.00017	5,678	0.00094	2,019.95	0.00034
Kerrey	40,350	0	0	0.00	0	0	0	0.00	0
Kerry	82,469	0	0	0.00	0	0	0	0.00	0
Kohl	72,089	0	0	0.00	0	0	0	0.00	0
Kyl	68,434	0	0	0.00	0	0	0	0.00	0
Landrieu	66,514	78,000	0.01848	13,801.20	0.00327	0	0	0.00	0
Lautenberg	97,304	0	0	0.00	0	0	0	0.00	0
Leahy	30,740	1,128	0.00200	901.17	0.00160	3,123	0.00555	2,499.77	0.00444
Levin	111,476	0	0	0.00	0	2,000	0.00022	403.63	0.00004
Lieberman	56,116	0	0	0.00	0	0	0	0.00	0
Lincoln	38,142	0	0	0.00	0	0	0	0.00	0
Lott	50,337	0	0	0.00	0	0	0	0.00	0
Lugar	79,091	0	0	0.00	0	0	0	0.00	0
Mack	182,107	0	0	0.00	0	0	0	0.00	0
McCain	68,434	0	0	0.00	0	0	0	0.00	0
McConnell	61,650	0	0	0.00	0	0	0	0.00	0
Mikulski	71,555	0	0	0.00	0	0	0	0.00	0
Moseley-Braun	128,275	0	0	0.00	0	0	0	0.00	0
Moynihan	183,036	0	0	0.00	0	0	0	0.00	0
Murkowski	30,905	0	0	0.00	0	0	0	0.00	0
Murray	78,087	0	0	0.00	0	1,300	0.00027	433.14	0.00009
Nickles	58,788	0	0	0.00	0	702	0.00022	564.90	0.00018
Reed	34,307	0	0	0.00	0	0	0	0.00	0
Reid	41,258	0	0	0.00	0	0	0	0.00	0
Robb	87,385	0	0	0.00	0	0	0	0.00	0
Roberts	49,687	0	0	0.00	0	0	0	0.00	0
Rockefeller	43,560	0	0	0.00	0	0	0	0.00	0
Roth	31,559	0	0	0.00	0	0	0	0.00	0
Santorum	138,265	0	0	0.00	0	0	0	0.00	0
Sarbanes	71,555	0	0	0.00	0	9,300	0.00195	2,039.43	0.00043
Schumer	139,902	0	0	0.00	0	0	0	0.00	0
Sessions	67,265	0	0	0.00	0	0	0	0.00	0
Shelby	67,265	0	0	0.00	0	0	0	0.00	0
Smith, Gordon	56,383	0	0	0.00	0	0	0	0.00	0
Smith, Robert	35,947	0	0	0.00	0	0	0	0.00	0
Snowe	37,755	0	0	0.00	0	0	0	0.00	0
Specter	138,265	0	0	0.00	0	0	0	0.00	0
Stevens	30,905	0	0	0.00	0	0	0	0.00	0
Thomas	29,891	4,052	0.00893	3,488.32	0.00769	0	0	0.00	0
Thompson	76,208	0	0	0.00	0	0	0	0.00	0
Thurmond	61,281	0	0	0.00	0	0	0	0.00	0
Torricelli	97,304	7,585	0.00098	6,746.15	0.00087	8,410	0.00109	7,622.56	0.00098
Voinovich	101,012	0	0	0.00	0	0	0	0.00	0
Warner	87,385	0	0	0.00	0	0	0	0.00	0
Wellstone	67,42	0	0	0.00	0	0	0	0.00	0
Wyden	56,383	0	0	0.00	0	915	0.00032	723.80	0.00025
Total		304,797	0.34394	62,202.41	0.06179	281,241	0.23104	93,622.88	0.07952

Mr. TORRICELLI. Mr. President, I rise today to thank Chairman GREGG and Senator HOLLINGS for accepting an amendment I offered to the FY2000 Commerce, Justice, State Appropriations bill that will provide \$500,000 for a truck safety program in New Jersey. This critical initiative will allow the State Police to finally purchase much needed portable scales and accompanying computer equipment that will enable them to better monitor and control large trucks that utilize local roads.

This amendment was necessary because more than 5,300 people, including 660 children, died in highway crashes with big trucks last year, and the number of carriers on local roads throughout the nation continues to rise. This problem has become particularly acute in New Jersey. For example, Route 31 in the northwest part of the state previously accommodated several hundreds trucks a day. That number has now grown to well over 3,000 trucks a

day, and four people have died in truck related accidents on this road in the past 24 months.

In order to increase safety through improved enforcement efforts, I introduced this amendment to provide the New Jersey State Police with the modern equipment necessary to effectively regulate these oversized vehicles. This additional funding will be used to purchase almost 120 new mobile truck scales and 60 mobile data computers. The current scales, which often break down and require heavy, outdated batteries, will be replaced with lighter scales that are maintenance free. The new computers, which can be mounted in trooper's vehicles, would allow the police direct access to the Commercial Vehicle Information Safety Network and enable them to perform immediate checks on truckers who are violating the law.

This new equipment will go a long way towards keeping these oversized carriers off of smaller, undivided local

roads and will send a strong message that we remain committed to protecting our communities. Again, I am grateful to Senators GREGG and HOLLINGS for their support.

EU HUSHKIT BAN

Mr. GORTON. Mr. President, I rise today to introduce a sense of the Senate amendment regarding the recent unilateral action of the EU effectively banning hushkitted and re-engineered aircraft from operating in European Union states. If this rule is implemented on May 1, 2000 it will have a discriminatory impact on U.S. carriers and equipment manufacturers, not to mention setting a bad precedent for action by countries or groups of countries outside of the established International Civil Aviation Organization (ICAO) standards-setting process.

This legislation was adopted by the EU on April 29, 1999, but implementation was delayed until May 2000 to

allow U.S. and EU representatives to work out the framework of a new, more stringent global aircraft noise standard within ICAO. The Federal Aviation Administration and the State Department have been in negotiations with the EU on the eventual withdraw of this unfair and discriminatory statute.

Many of my colleagues have seen recent efforts by the European Union to gain the upper hand over the United States in matters of trade. Aviation has proven to be no different. And this is deeply troubling, because aviation is not only a primary source of a favorable balance of trade for the United States, but, because of its global reach, represents an area where international standards are crucial to facilitating that commerce among nations. Yet, as I stated earlier, the EU has acted to preempt U.S. air carriers and carriers from other parts of the world from serving points in Europe with certain hushkitted or re-engineered aircraft. This restriction applies even though those aircraft fully comply with Stage 3 international noise standards adopted by the International Civil Aviation Organization (ICAO).

This European regulation, although its implementation has been deferred until May 2000, has already created financial hardships for U.S. aerospace manufacturers and airlines. It must be withdrawn or we will see a continued impact on U.S. jobs and profits. Modifying the rule or deferring its implementation for an added period of time will not offer the relief needed by U.S. aviation interests—the financial markets simply do not respond favorably to uncertainty. The U.S. government has engaged in extensive discussions with the European Council for the past year, without achieving a commitment to a repeal of this rule, which I might add expressly protects European aviation interests. The time has come to achieve a timely resolution of this problem through action.

The Sense of the Senate resolution I offer today cites the need for complying with international standards in the aviation arena and highlights the problems the rule is causing for U.S. manufacturers and operators. Failing an early commitment by the Europeans to withdraw this arbitrary and discriminatory rule, the resolution calls upon the Department of State to initiate an Article 84 proceeding before ICAO. It is my understanding that this type of proceeding is not a sanctions mechanism, but instead affords a process that provides an opportunity for the international aviation body to rule on whether this regulation complies with international aviation standards.

This Sense of the Senate further calls upon other agencies of the executive branch to use the tools at their disposal as well to achieve the early repeal of this rule. There is a broader point to be made as well, which is that, without restoring credibility to the international aviation standards process, we can have little or no confidence

about any future international standards adopted by the international aviation community through ICAO. That is a very dangerous precedent for the global aviation environment in the future.

MAYOR'S PETITION ON THE NO_x SIP CALL

Mr. VOINOVICH. Mr. President, last year, EPA finalized the NO_x SIP call, forcing 22 states to submit plans to meet mandated reductions of nitrogen oxide (NO_x) emissions. Our nation's mayors are concerned that the SIP call will have adverse effects on brownfields redevelopment and economic growth.

Earlier this year, the National Conference of Black Mayors and the U.S. Conference of Mayors held their annual conferences. Over 100 mayors from around the country signed a petition calling on the U.S. Environmental Protection Agency to provide utility energy providers with maximum flexibility and the leadtime necessary to avoid higher energy costs to municipalities and local communities, including industrial and residential consumers.

The mayors are asking U.S. EPA to reconsider how the deadlines set in the NO_x SIP call could affect electricity reliability in urban and rural areas. In essence our mayor's are saying that any new programs to control NO_x emission must be weighed against potential economic adverse implications.

Mr. President, the U.S. Court of Appeals issued a stay of EPA's NO_x SIP call pending a decision on the lawsuit brought by states. Nonetheless, the Mayors' petition represents a common-sense plea to EPA that, should the agency move forward to implement NO_x reductions, that it do so in a way that allows for compliance in a cost-effective manner that does not adversely impact economic growth or significantly increase utility prices to consumers.

I ask unanimous consent that the petition be printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

PETITION

EPA OZONE TRANSPORT NO_x SIP CALL

As part of its Ozone Transport initiative, the Environmental Protection Agency (EPA) has finalized a rulemaking forcing States to submit Implementation Plans (SIPs) to meet mandated reductions of oxides of nitrogen (NO_x) emissions in the Agency's effort to control inter-state ozone transport impacts. The rule focuses on 22 mid-eastern States, with the likelihood that EPA will expand the application of the rule to several additional States.

Several States have joined in litigation challenging the EPA rule on grounds that it is contrary to congressional intent, an abuse of Agency discretion and disregards traditional Federal/State relationships. EPA has even taken the unprecedented step of threatening to impose its own Federal Implementation Plan (FIP) in the absence of acceptable State action. Several additional States are considering whether to file an amicus

brief in support of the Complaint. The U.S. Court of Appeals recently stayed EPA's NO_x SIP Call pending appeal of the Court's decision setting aside EPA's new Ozone and Particulate Matter standards.

One element of the rule would force local utilities to control NO_x emissions at levels unprecedented to date. The reductions are of a magnitude that will require capital intensive technology with likely significant pass-through costs to energy consumers. The unavoidable consequence will be higher energy costs to municipalities and local communities, including industrial and residential consumers alike. As rural and urban communities seek investment to spur economic growth, the shadow of higher energy costs could have significant adverse effects on Brownfields redevelopment and rural/urban revitalization generally.

The EPA compliance deadline are so stringent that electric utilities could be forced to shut down generating plants to install the necessary control equipment within a very short time. This could result in a temporary disruption of electricity supply.

Significant NO_x emissions reductions will continue to be realized under *existing* mobile and stationary control programs as the Clean Air Act continues to be implemented thus minimizing the need, if any, for such potentially disruptive requirements as called for in the EPA NO_x rule. This is especially true for local areas in the mid-east that are dealing effectively with ozone compliance challenges. Any new control programs, before being implemented, must be weighed against the potential adverse implications for local rural and urban communities.

Accordingly, by our signatures below, we collectively call on EPA to reconsider the NO_x rule in light of these concerns. In light of the Court's stay of the NO_x SIP Call, at a minimum, we urge EPA to provide maximum flexibility to and address lead-time needs of utility energy providers so as to minimize potential adverse economic consequences to local rural and urban communities. Further, we call on EPA to restore balance and cooperation between states and EPA so that States can comply with the rule while protecting their rights to determine the best methods of doing so.

Finally, we direct that copies of this Petition be provided to the President, the Vice President, Members of Congress, Governors and other local officials as are appropriate.

Alabama: Moses, Walter S. Hill.

Arkansas: North Little Rock, Patrick H. Hayes; Marianna, Robert Taylor; Sunset, James Wilburn.

California: Alameda, Ralph J. Appezzato; Fairfield, George Pettygrove; Fresno, Jim Patterson; Inglewood, Rosevelt F. Dorn; Modesto, Richard A. Lang; Turlock, Dr. Curt Andre; Westminster, Frank G. Fry.

Florida: Eatonville, Anthony Grant; Grena, Anthony Baker; North Lauderdale, Jack Brady; South Bay, Clarence Anthony; Tamarac, Joe Schreiber; Titusville, Larry D. Bartley.

Georgia: Augusta, Bob Young; Dawson, Robert Albritten; East Point, Patsy Jo Hiliard; Savannah, Floyd Adams, Jr.; Stone Mountain, Chuck Burris.

Guam: Santa Nita, Joe C. Wesky; Yigo, Robert S. Lizama.

Illinois: Brooklyn, Ruby Cook; Carol Stream, Ross Ferraro; Centerville, Riley L. Owens III; Dekalb, Bessie Chronopoulos; East St. Louis, Gordon Bush; Evanston, Lorraine H. Morton; Glendale Heights, J. Ben Fajardo; Lincolnwood, Madeleine Grant; Robbins, Irene H. Brodie; Rockford, Charles E. Box; Sun River Terrace, Casey Wade, Jr.

Indiana: Carmel, Jim Brainard; Fort Wayne, Paul Helmke.

Louisiana: Boyce, Julius Patrick, Jr.; Chataignier, Herman Malveaux; Cullen,